

CHECK SHEET - CONCLUSION PROCESSING

FILE REF: 6.743.1025

ACTION	DATE	OFFICER
REVIEW COMPLETED	6.12.74	S.G. SPINKS SIG 4
CONCLUSIONS SUBMITTED		
CONCLUSIONS APPROVED		
DRAFT PROOF READ		
DRAFT TO PPC		
PRINTED CONCLUSIONS FROM PPC		
CONCLUSIONS DESPATCHED TO REGION		

# AIR SAFETY INVESTIGATION REPORT REVIEW

Aircraft Type - Registration AHC-2 BEAVER .114 - BS7 . . . . . File Reference 6.743.1025.

Place and Date Near Hamilton, Tasmania. 19.4.74 . . . . . Investigator H. R. LEWIS . . . . .

## INVESTIGATION

Operations - Engineering - Aviation Medicine -

This accident is a fairly 'cut and dried' one. I spoke to the investigator on a couple of points that to me did not quite 'gel'. There is differing witness evidence re the hopper load. The loader driver says it was 20 cwt (ie. 2240 lbs) and the chief pilot says 'one ton, 2000 lbs on the loader scale'. The investigator confirmed that the load was 2000 lbs as used in the weight calculations section of the report.

Looking at photograph 6 I found it hard to envisage exactly how the centre piece of the port wing was torn out by a wire in the way that it was. The investigator advised that the pitot tube was in this area and that the wire had actually snagged the pitot tube which in turn caused this section of leading edge to be ripped out.

## Evidence Presentation

Although this is a straightforward accident I feel that witness Margaret Hills (page 24) could have been questioned more closely re the exact sequence of the 'backfiring' and seeing the wing come off.

## Analysis

Satisfactory but the introductory paragraph could have deleted pilot medical aspects and overloading of the aircraft as having any bearing on the accident.

CA Form 149A

Satisfactory

## Contraventions

Agree.

I think the word 'vigilance' tends to suggest that the pilot was not keeping a good enough lookout. The accident was really caused because the pilot not knowing of the existence of the power lines. His chance to find out was at the briefing but instead of 'listening' to the briefing the pilot took over & started to do the 'telling'. I think a more appropriate cause would be: The cause of the accident was that the pilot did not ensure that he was fully briefed on obstructions in the area in which he was to carry out low level agricultural operations.

Date . . . . . 6.12.74 . . . . .

Signature [Signature] . . . . . S.L.S. 4

## AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Publication of this report is authorised by the Director-General of Civil Aviation under the provisions of Air Navigation Regulation 283(1)-

AS 743, 1025

## 1. LOCATION OF OCCURRENCE

Three miles west of Hamilton, Tasmania	Height a.m.s.l. 800 feet	Date 19.4.74	Time (Local) 1600	Zone EST
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## 2. THE AIRCRAFT

Make and Model DHC-2 Beaver	Registration VH-BSY	Certificate of Airworthiness Valid from 22.3.74
Certificate of Registration issued to Benders Spreading Services (1964) Pty Ltd 21 Coleman Street MOONAH TASMANIA 7009	Operator Benders Spreading Services (1964) Pty Ltd 21 Coleman Street MOONAH TASMANIA 7009	Degree of damage to aircraft Destroyed Other property damaged Nil
Defects discovered  Nil		

## 3. THE FLIGHT

Last or intended departure point Hamilton Plains	Time of departure 1555	Next point of intended landing Departure point	Purpose of flight Superphosphate Spreading	Class of operation Aerial Work
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## THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Peter Gordon ARTHUR	Pilot	27	Commercial	1500	2304	Fatal

## 5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury
Frances Mann					
Kathleen					

## 6. RELEV.

The pilot, accompanied by a female companion, arrived at the agricultural strip at about 1530 hours to relieve the company chief pilot who had been operating VH-BSY that day. The area to be treated had already been covered but it was decided that the pilot would spread the remaining one ton of superphosphate generally over the area. He was familiar with the area, having treated the adjacent paddocks two months previously and described the treatment area in some detail to the chief pilot before the latter departed. The presence of a powerline at the western boundary of the treatment area was not mentioned during this discussion as the chief pilot, unaware that the wire had been installed only seven days earlier, presumed that its existence was known to the pilot. When the pilot departed on the flight he took his female companion as a passenger. Ground witnesses observed the aircraft overfly the treatment area from east to west at about 500 feet above ground level and then carry out a descending left turn through 180° to about 50 feet. The aircraft was in a straight and level attitude and about to commence spreading when the port wing struck the newly installed powerlines. One of these 3/8th inch high tensile steel cables caught on the wing tip and under the resultant loading the port wing separated and flicked upwards and over the fuselage. The remainder of the aircraft impacted the ground 512 feet further on and cartwheeled for 189 feet before coming to rest. Fire broke out on impact.

## 7. OP

He was fully briefed on operations  
to carry out low level agricultural operations

Approved for  
publication

Delegate of the Director-General of Civil Aviation

Date

GOVERNMENT OF AUSTRALIA		DEPARTMENT OF TRANSPORT		Reference No.
AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT				AS 743, 1025
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### 2. THE AIRCRAFT

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Certificate of Registration issued to Benders Spreading Services (1964) Pty Ltd 21 Coleman Street MOONAH TASMANIA 7009	Operator Benders Spreading Services (1964) Pty Ltd 21 Coleman Street MOONAH TASMANIA 7009	Degree of damage to aircraft Destroyed Other property damaged Nil
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Name	Status	Degree of injury	Name	Status	Degree of injury
Ernest Mung JOHNSTON	Passenger	Fatal			

### REMARKS

<p>None</p>	
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### CONCLUSION AS TO CAUSE

<p>The cause of the accident was that the pilot did not realise that he was fully briefed on obstructions in the area in which he was to carry out his aerial broadcast operations</p>
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Approved for publication	Delegate of the Director-General of Civil Aviation	Date
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